

PROGRAMMATIC CE FORM

Date: January 25, 2010

☐ Initial Version

☒ X

Revision to Version Dated: October 29, 2009

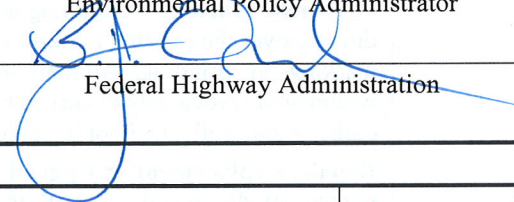
Purpose of this document: Statewide Programmatic Categorical Exclusion

Approval of Exempt, CE-1 Level or State-Funded CE:

This document supersedes all previous versions.


Environmental Policy Administrator

1-25-10
Date


Federal Highway Administration

1-25-10
Date

PROJECT INFORMATION

Project Number, County, Route	Various Locations	Des Number	Various
Project Description	<p>Projects including:</p> <p>Crack Sealing – The cleaning and sealing of open cracks or joints in asphalt pavement and shoulders to prevent the entry of moisture and debris. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Chip Seal – The treatment of the pavement surface with liquid asphalt material and coarse aggregate to prevent deterioration of the surface. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Concrete Pavement Repair or Replacement – Repair includes a number of different methods including full or partial depth patching, dowel bar retrofitting, and diamond grinding the existing surface to improve smoothness, etc. Replacement is full depth reconstruction within the same horizontal and longitudinal limits of the existing pavement. Total elevation increase of the pavement should not exceed 3 inches. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Microsurfacing – A thin polymer-modified asphalt emulsion mixture.</p> <p>Milling and Resurfacing – Variable depth milling of the existing pavement and placement of a variable depth layer of new material not to exceed a 3 inch increase in pavement elevation. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Pavement Overlay – Placement of up to a 3 inch layer of asphalt or concrete directly over the existing paved surface. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Bridge Deck Overlays (on bridges less than 45 years old or determined not to be eligible for historic protection and in previously disturbed soils) – Pavement overlay similar to pavement overlay described above (no greater than 3 inches, on existing paved surface) and could include milling and partial or full depth patching.</p> <p>Repair or replacement in-kind of bridge elements (within previously disturbed soils if the bridge is less than 45 years old, or if the bridge has been determined to not be National Register eligible in the latest bridge inventory). This does not include replacement, vertical or horizontal realignment, or any work requiring a waterway permit.</p> <p>Ultrathin Bonded Wearing Course (UBWC) – A gap graded, ultra thin hot-mix asphalt mixture applied over a thick polymer-modified asphalt emulsion membrane.</p>		

	<p>Wedge and Level – Variable depth milling of the existing pavement and placement of a variable depth layer or asphalt over the remaining pavement to return the roadway to normal crowned section. Total elevation increase of pavement should not exceed 3 inches.</p> <p>Painting of Bridges – This applies only to bridges less than 45 years old or determined not to be eligible for historic protection. Includes blasting off old paint and repainting any exposed steel.</p> <p>Pavement Marking – Installing new pavement markings (paint, thermoplastic, epoxy, etc.) either directly over the existing markings or in a different location/orientation after removal of the old markings via grinding. All markings remain within existing paved limits. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Repair, Replacement or Upgrades of Existing Traffic Control Devices and Guardrail (in previously disturbed soils)– Removing or repairing damaged or outdated signs and posts, signals, and guardrail, and replacing those removed with the same type of signs, signals or guardrail in the same location that meet current specifications. This category may also include upgrades to meet current design standards as long as the new installation remains within disturbed soils.</p> <p>Guardrail Repair/Replacement or Installation of Safety Appurtenances– This applies only to bridges less than 45 years old or determined not to be eligible for historic protection and in previously disturbed soils. Repair includes repairing a section of the existing railing damaged by a crash or simple deterioration back to its original design. Replacement involves removal of the existing railing to be replaced by a new railing that meets all current specs.</p> <p>Rail Crossing Safety Features: Railway crossing signs and signal installation or modification and surface improvement in previously disturbed areas.</p> <p>Congestion Mitigation and Air Quality (CMAQ) Vehicle Purchases and Upgrades: This includes the purchase of vehicles or equipment through the Congestion Mitigation and Air Quality (CMAQ) program to improve air quality. This may include purchase of hybrid or alternative-fuel vehicles and vehicle upgrades or retrofits.</p> <p>Non-Infrastructure Safety Projects: This includes funding for safety programs which do not involve construction. These may include such things as training, bike helmets, vests and other personal safety equipment.</p> <p>Property Acquisition for Preservation: This includes funding for acquisition of property which will be preserved in its existing, undeveloped condition. It may include acquisition of preservation easements or fee simple acquisition for such things as preservation of forest or other habitat. It does not include acquisition which is a precursor to construction of any kind.</p>
<p>Purpose and Need for Action:</p>	<p>The needs for this project are as follows:</p> <p>Roadway and Structure Maintenance: There is a need to preserve the pavement and bridge structures to extend the life of these transportation elements. By preserving the pavement and structures, roadways will last longer and delay the need for replacement and thus, save funds. The purpose of these projects is to fulfill this need of longer lasting pavement, existing signs and guardrails, and bridge structures.</p> <p>Safety: There is a need to preserve and upgrade a variety of safety features along the transportation system. By maintaining and improving signs, signals, guardrail, railroad crossings and other safety features, hazards to the motoring public can be reduced. The purpose of these projects is to reduce injuries, property damage and fatalities by maintaining or improving existing safety measures.</p>

Programmatic CE Form

Project:

Various Safety, Preservation &
Maintenance Projects

Des No:

Various

INVOLVEMENT WITH RESOURCES:	No	Possible	Studies, Coordination, and Comments
Watercourses Impacted (linear feet)	X		There will be no construction in waterways as part of this project.
Other Surface Waters (such as ponds, lakes, reservoirs, in acres)	X		There will be no construction in water bodies as part of this project.
Wetlands (acres)	X		There will be no impacts to wetlands as part of this project.
Disturbance of Terrestrial Habitat (acres)	X		There will be no construction which affects habitat as part of this project.
Karst Features	X		If karst fissures are present in the pavement to be rehabilitated, this programmatic Categorical Exclusion may not be used. If these features are discovered during project development, the Office of Environmental Services (OES) shall be contacted to coordinate with the US Fish and Wildlife Service and manage preparation of a separate environmental document. If unexpected karst features are discovered during construction, work shall cease immediately in the affected area and OES will be contacted. OES will coordinate with USFWS to determine appropriate protective measures.
Threatened and Endangered Species Present/Impacted	X		These projects are included under the September 1993 MOU which exempts such projects from coordination with the United States Fish and Wildlife Service. No endangered species should be impacted.
Impacts to Sole Source Aquifer	X		Though some projects may be located in the St. Joseph Sole Source Aquifer, this project is of a type which will not impact the aquifer.
Flood Plains (note transverse or longitudinal impact)	X		The projects will not alter flood elevations.
Farmland (acres)	X		This project is not of a type which will affect farmland. Any property which is acquired will be maintained in its present undeveloped state.

Programmatic CE Form

Project: Various Safety, Preservation &
Maintenance Projects

Des No: Various

	<p>Air Quality: There is a need to assist local jurisdictions in their efforts to meet air quality goals and improve compliance with state plans. The purpose of these projects is to provide benefits to air quality by reducing transportation-related air pollution.</p> <p>Habitat Preservation: Various types of projects may require acquisition and preservation of habitat as mitigation for construction impacts. The purpose of this acquisition is to meet the mitigation requirements for those primary projects.</p>			
Alternatives Considered:	The do-nothing alternative was considered, but rejected since it would not meet the purpose and need of the projects.			
Project Termini:	Varies			
Funding Source(s):	<input checked="" type="checkbox"/> Federal	<input type="checkbox"/> State	<input type="checkbox"/> Local	Estimated Cost Varies
Project Sponsor:	INDOT or Local Agency		Project Length	Varies

SCOPE OF THE PROPOSED ACTION:	No	Possible	Comments
Public Involvement		X	No public controversy is expected. Any applicable public involvement procedures will be followed.
Relocation of residences/businesses/etc.	X		No structures will be acquired under this programmatic categorical exclusion. No relocations will be necessary.
Right-of-way in acres (permanent and temporary)		X	Property will only be purchased from willing sellers. Applicable Federal regulations will be followed.
Added through-traffic lanes – length	X		No through-lanes will be added.
Permanent alteration of local traffic pattern	X		There will be no alteration of local traffic patterns. No new roads or changes in access are planned.
Facility on new location or realignment	X		There will be no new alignment or realignment of existing roads.
Disruption to public facilities/services (such as schools, emergency service)	X		Any disruption will be temporary, and public service providers will be notified. Traffic will be appropriately maintained.
Involvement with existing bridge(s) (Include structure number(s))	X		Except for repairing or replacing railing or painting bridges less than 45 years old or determined not to be eligible for historic protection, existing bridges and structures will not be modified.

ENVIRONMENTAL COMMITMENTS:

If permanent or temporary right of way amounts change, the Office of Environmental Services will be contacted immediately.

Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit.

If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. INDOT's Cultural Resources Section in the Office of Environmental Services shall also be notified.

If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Office of Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines.

If a project involving replacement of existing signs is located near an airport, the INDOT Office of Aviation will be contacted to determine whether it is necessary to complete FAA form 7460-1 (Notice of Proposed Construction or Alteration) for equipment or permanent structures utilized for the project.

Reasonable precautions shall be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas will be minimized.

With respect to lead-based paint removal, all efforts to minimize human exposure to lead-based paint chips and dust should be practiced.

Asphalt paving plants will be permitted to operate properly. The use of cutback asphalt, or asphalt emulsion containing more than 7% oil distillate, is prohibited and will not occur during the months of April through October.

Programmatic CE Form

Project:

Various Safety, Preservation &
Maintenance Projects

Des No: Various

INVOLVEMENT WITH RESOURCES:	No	Possible	Studies, Coordination, and Comments
Cultural Resources (Section 106)	X		This project is exempt from Section 106 under category A-1, A-4, A-5, A-6, A-8, and/or A-10 of the Minor Projects PA, and/or the project has been determined to be of a nature which has no potential to adversely affect resources protected by Section 106 of the Historic Preservation Act.
Section 4(f) and Section 6(f) Resources	X		Although there may be Section 4(f) or 6(f) resources near the project, none of the resources will be adversely affected.
Air Quality Non-attainment Area	X		These projects are exempt from air quality analysis in accordance with 40 CFR Part 93.126 Table 2. These projects are not projects of air quality concern and therefore will have no significant impact on air quality.
Noise Analysis Required	X		These projects are not Type I projects. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence on February 26, 2007), these actions do not require formal noise analysis.
Community/Economic Impacts	X		No negative impacts are anticipated for the established communities.
Environmental Justice	X		Any property to be acquired will be purchased from willing sellers, and there will be no relocations as part of this project. No disproportionate adverse impacts to protected populations are expected.
Hazardous Materials	X		Any property to be purchased will be appropriately assessed for hazardous materials concerns.
Permits	X		No bare ground or jurisdictional waters/wetlands will be disturbed. If any permits are required, this CE does not apply.